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CORVALLIS, OREGON, JANUARY 23, 1901.

R. F. IRVING
Editor and Proprietor.

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Office, Room 14, First National Bank Building, Corvallis, Or. Office Hours, 10 to 12 a. m., 2 to 4 p. m.

GEORGE FRANCIS TRAIN

ECCENTRIC GENIUS DIES OF HEART DISEASE IN NEW YORK.

His Successful Career—Author of Forty Books—Nebraska Pretty School Teachers Struck With the Matrimonial Epidemic—Other News.

New York, Jan. 19.—George Francis Train, who died last night at Mills Hotel, No. 1 Bleecker street, probably was one of the most picturesque figures in the history of America. Only a year ago, when he was then 74 years old, he dictated the reminiscences of his extraordinary career, and the result was published in book form. Summarized in his own curious fashion, this contained the following information about his career:

"Shipping clerk, 16; manager, 18; partner in Train & Co., 20, with income of 10,000.

"Established firm of George Francis Train & Co., Melbourne, Australia, 1853; agent White Star Line, income, \$9,000. Started 40 clipper ships to California in 1849. Built railroad connecting Erie with Ohio and Mississippi.

"Pioneered the first street railway in Europe, America, Australia and England. Built first Pacific railway, 1862-69, through Credit Mobilier. Owner 5,000 lots in Omaha, worth \$3,000,000. Been in 15 jails, without any crime."

George Francis Train was born in Boston, March 24, 1829. His parents, with several brothers and sisters, died at New Orleans from yellow fever, and his childhood home was on his grandmother's farm in Massachusetts. Not long after entering the Boston shipping house founded by his cousin, he went abroad, and from that time on he wandered all over the globe.

In 1873 he began a career as lecturer and agitator, and held public debates with some of the ablest orators in the country. A few years ago he made a trip around the world in 67 days, saying afterwards that his psychic force enabled him to overcome all obstacles.

When Mills Hotel No. 1 was opened several years ago, Mr. Train went there to live, and since then made it his headquarters. One of the features of his eventful life was his admiration for children, and for years a familiar spectacle in Madison Square was "Citizen" Train on a bench surrounded by a group of little ones.

Mr. Train's last misadventure occurred last summer, when he was quarantined at Stamford, Conn., in a smallpox isolation camp, and threatened that city with a suit of \$50,000 damages. He was the author of at least 40 books, and frequently asserted that his "psychic powers" eventually would make him the most potent sovereign of the earth.

Mr. Train may fairly be described as an erratic genius. He professed to be ruled by an imaginary being called Psycho, and to be a believer in psychic force. He was a strict vegetarian, and often went for several days without food. He talked in short, jerky, incomplete sentences, omitting all the small words, and wrote in the same style, always in red and blue pencil, in a large angular hand. He had a great aversion to shaking hands, and the closest approach he would make to it was to clasp his own hands together.

All these eccentricities caused him to be charged with insanity on one occasion, but he fought the charge with great bitterness and ability, and won.

The cause of his death was heart disease, following an attack of acute nephritis.

Omaha, Neb., Jan. 2.—Cupid has invaded the ranks of Nebraska school teachers so often of late that the state officials are seriously considering injunction proceedings.

"It is a choice between recourse to the law or dispensing with education till the matrimonial epidemic abates," declared State Senator Pemberton, of Beatrice, to Attorney-General F. N. Prout at the state capital yesterday. "At Beatrice teachers cannot be had to instruct our children. Marriage is responsible. All the pretty teach-

ers are marrying, notwithstanding they have contracts to teach the year out. I don't understand why it is."

"Nebraska never had so many pretty teachers before," was the explanation ventured by Superintendent Pearce, of Omaha.

"The present generation of young men realize that teachers make good housekeepers," Superintendent Fowler, of Lincoln, stated.

The three educators told the attorney general of the shortage of teachers, and asked if legal remedy can be had to prevent further annoyance from matrimony among them.

"When a teacher signs a contract she can be compelled to keep it," was the attorney-general's advice. "You can't enjoin the young men from marrying the girls on the board of education pay-rolls, but mandamus proceedings will compel the young women to live up to their contracts."

A test case will be made of the next marriage planned.

Sioux City, Ia., Jan. 20.—Rev. Andrew Moe, pastor of the Methodist church at McLean, Neb., hearing the nitroglycerine explosions which robbers were wrecking the safe of the McLean State bank early this morning, got up, dressed and with shotgun started to prospect. He saw two men with Winchester pistols patrolling the street, while two others were working on the safe. He requested Emil Bohler, Charles Burrows and George Jenks and going to a hardware store presently emerged armed. Posting themselves, they began firing rapidly toward the bank. The four robbers were lined up and returned the fire. The rest of the villagers were awakened and hurried to the streets, when the robbers took to their heels. They got away with \$500, which was found in the outer safe, and missing three times as much more in inner compartment. The robbers escaped.

San Francisco, Jan. 20.—The greatest fight in the history of the salt trade on the Pacific coast is now at its height. Conflicting interests are warring for the control of the market.

On one side is what is left of the old combination known as the Federal Salt Trust, now known as the Imperial Salt Company. On the other side is the Amalgamated Salt Company, which includes in its membership the owners of many salt works around the Bay of San Francisco.

The market for salt has fallen so low by reason of the war that no more quotations are made in the open. A cargo of salt was brought from Mexico. The market in the North had some of this salt. That which was sold in San Francisco is reported to have cost \$9 per ton, including duty and freight, and was put out at a rate of \$1.50 a ton.

It is reported that the Amalgamated company has on hand something like 100,000 tons of salt and the Imperial company has remaining of the Old Mission Rock supply 30,000 tons. It is claimed by the Amalgamated people that when the salt trust was dissolved the old magnates of the Federal Salt Company went over to the Imperial company and tried to control the salt market which eventually led to open war.

New York, Jan. 20.—The body of George Francis Train, who died early yesterday morning, has been removed from Mills Hotel to a mortuary chapel, where it will lie in state until the funeral hour tomorrow. Thousands of children, in whom Mr. Train displayed remarkable interest, are taking a farewell view of the remains. The funeral will be private and the interment will be made in Greenwood cemetery. Of his once considerable fortune, Mr. Train retained nothing personally except the interest he had in 3000 lots he once owned in Omaha. Protracted litigation has taken place about them, and will, it is said, be continued by his daughter.

San Francisco, Jan. 20.—The jury in the case of Martha E. Bowers, on trial on the charge of murdering her husband, Martin Bowers, brought in a verdict tonight of murder in the first degree, and fixed the penalty at imprisonment for life.

GROWING MORE VICIOUS

EDUCATION MAKES THE NEGRO WORSE SAYS GOVERNOR VARDAMAN.

As a Race, Negro Is Deteriorating Morally Every Day—Terrible Explosion and Deaths at Steel Works.

Jackson, Miss., Jan. 19.—In his inaugural address delivered today before a joint session of the Mississippi legislature, Governor James K. Vardaman declared that the growing tendency of the negro to commit criminal assault on white women is nothing more or less than the manifestations of the racial desire for social equality. In strong terms he declared that education is the cause of the negro race, and urged an amendment to the state constitution that will place the distribution of the common school funds entirely within the power of the legislature. Continuing his discussion of the negro question, Governor Vardaman said:

"As a race he is deteriorating morally. Time has demonstrated that he is more criminal as a free man than as a slave; that he is increasing in criminality with frightful rapidity, being one-third more criminal in 1895 than he was in 1880.

The startling facts revealed by the census show that those who can read and write are more criminal than the illiterates, which is true of no other element of our population. I am advised that the minimum illiteracy among the negroes is found in New England, where it is 21.4 per cent. The maximum is found in the black belt, Louisiana, Mississippi, and South Carolina, where it is 65.7 per cent.; and yet the negro in New England is four and one-half times more criminal, hundred for hundred, than he is in the black belt.

"In the South, Mississippi particularly, I know he is growing worse every year. You can scarcely pick up a newspaper whose pages are not blackened with the account of an unmentionable crime committed by a negro brute, and this crime, I want to impress upon you, is but the manifestation of the negro's aspiration for social equality, encouraged largely by the character of free education in vogue, which the state is levying tribute upon the white people to maintain.

"The better class of negroes is not responsible for this terrible condition, nor for the criminal tendency of their race. Nor do I wish to be understood as censuring them for it. I am not censuring anybody, nor am I inspired by ill-will for the negro; but I am calling attention to a most unfortunate and unendurable condition of affairs. What shall be done about it?

"My own idea is that the character of the education for the negro ought to be changed. If, after years of earnest effort and the expenditure of fabulous sums of money to educate his head, we have only succeeded in making a criminal out of him, wisdom could suggest that we make another experiment and see if we cannot improve him by educating his hand and his heart.

"There must be a moral substratum upon which to build, or you cannot make him a desirable citizen."

The governor also declared that the people of the nation should rise up and demand the repeal of the 15th amendment.

Johnstown, Pa., Jan. 21.—An immense steam pipe directly over the engine in the boiler room of No. 2 mill of the Cambria Steel Company exploded about 1:30 this morning, bringing down the whole section of roof running from the puddling mill to the finishing shed of the mill. The woodwork at once took fire from the furnaces, and at this time is burning fiercely. The number of dead is placed at 14. It is known that at least two or three men are under the debris, and it is not believed that these can be rescued in time to save their lives.

About 15 men have been taken out, and have been either sent to the hospital or are lying on cots in offices near by. It is impossible at present to learn the extent of their

injuries, but it is known that several are in a critical condition.

A large water pipe burst, and is flooding the ground about the scene of the accident. One man caught in the debris is in plain sight, but cannot be rescued, owing to the intense heat. It is probable that not one of the men penned in can escape death either by drowning or fire.

At 2:40 o'clock it was said the injured will number 25 or more, many of whom are terribly scalded and cannot live. Two bodies have been recovered.

The accident occurred just as the turns were being changed, and was the result of the engine in the mill running off as the result of the governor belt breaking. The wheel was about 30 feet in diameter, and exploded with terrific force, smashing into a large steam basin that ran along the roof of the building and caused it to burst. The entire roof was caved in, and the whole mill is a complete wreck.

The force of the explosion, according to the men who were working in the mill, was terrific. Large girders were twisted out of shape and everything is a tumbled mass of ruins. How many men may be buried in the mass, it is now impossible to tell and it will be several hours before definite information can be secured.

There were 50 men at work in No. 2 mill and few of them escaped without at least some injury. The fact that the victims are foreigners complicates the enumeration of the dead and injured. One millworker, who was near No. 2 mill, but far enough away to escape the force of the explosion, says he saw men writhing on the ground amid the wreckage, rolling over in the flames while others appeared to be almost submerged in the deluge of water pouring from the broken mains. Two of the victims in the hospital are Americans, one of whom is beyond all hope of recovery. Neither of the Americans has been identified.

Such devastation has not been seen around the plant of the Cambria Steel Company since the Johnstown flood, when the entire plant was submerged and practically all the valuable machinery wrecked.

Syracuse, N. Y., Jan. 20.—The east-bound train on the Delaware, Lackawanna & Western, which left here at 10 o'clock last night, became stalled in the snow at Summit, and was unable to move until nearly noon today. The trolley line to Auburn was forced to suspend business. Heavy drifting snow has paralyzed all the railroads except the main line of the New York Central, where trains are late.

The worst blockade in recent years prevails on the Rome, Watertown & Ogdensburg road. Trains are 10 to 15 hours late, and many have been abandoned. The road between Watertown and Syracuse is completely closed, no train having passed over the line since yesterday afternoon. Several trains are stalled in snowbanks near Richland, and every snow plow is in use to release them.

Bloomington, Orange River Colony, Jan. 19.—It is announced today that 60 persons were drowned in a cloudburst which occurred Sunday. It destroyed many buildings in the vicinity and did other great damage. Twenty-four bodies have been recovered.

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